

December 18th, 2015

ICYMI: DNR Released Little Falls Timeline



Greetings!

A 2013 inspection revealed serious problems with the aging Little Falls Dam. From leaking gates and cracked cement to significant corrosion, it was clear that some work would needed to be done for the safety of all those living downstream of the dam. The only question was how much work.

The Wisconsin Department of Natural Resources set aside \$3 million for the project and scheduled a draw down of the dam. This spring **I worked hard to increase funding for the project to \$8 million**, so that whatever the draw down revealed, the funding would be there for the project.

Now with the draw down complete, I believe the best option for our community is **a complete and speedy replacement of the old dam.**

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The dam and the lake it creates are an important part of our local economy. According to a study by UW-Extension and the DNR, Willow River State Park and the lake created by the dam **contributed almost \$30 million to the local economy** in 2013 alone. A replacement of the dam is in the best interests of residents, anglers, boaters, and park attendees.

In my conversations with them, **I have urged DNR officials to proceed without delay** so we can all get back to enjoying Little Falls Lake. My office will continue to monitor the project's progress. If you'd like to share your comments with the DNR, you can do so by emailing at cameron.bump@wisconsin.gov until January 16th, 2016.

For more information, visit the [project's website](#).

Sincerely,

AB 210: Your Money, Your Vote

People are buying less gas due to increased fuel efficiency. Because of that, the revenue coming in to the transportation fund that is used for roads is declining. I don't believe that the gas tax is a sustainable funding method for the future. People are not going to

suddenly start buying more gas. Every year cars are getting more and more fuel efficient. **Continuing to rely on gas tax revenue is an uphill chase.**

I'm not a fan of tax hikes. But roads need to be paid for. That is why I've authored AB 210, a bill that would allow voters to approve a temporary 1/2 percent sales tax increase by referendum. **The revenues from the increase could only be used for local road repair and maintenance.**

The bill is designed to allow locals to vote on whether they think a new tax for road repair is a good idea, rather than have a top-down, one-size-fits-all tax increase from Madison. It's much alike a school referendum. **If the local voters think spending the money is a good idea, they'll approve it.** This is not the long-term solution to transportation funding, but it is a tool that locals can use to catch up on road repair with the **authorization of taxpayers.**

WEAU recently did a story on the bill's **unanimous committee vote.** [You can watch the story here.](#)

New Law Will Boost Rural Care, Decease Costs

This week Governor Walker signed AB 253 into law, allowing Wisconsin to join the Interstate Medical Physician Licensure Compact. I'm proud to have voted for this legislation. Joining the compact will reduce the cost of a Wisconsin doctor becoming licensed in 11 other states.

Western Wisconsin has a well-documented shortage of licensed medical doctors. Our rural communities do not provide the same draw to physicians that metropolitan areas do.

Streamlining the licensing process will **reduce burdensome administrative** costs to border hospitals, such as Hudson Hospital and River Falls Area Hospital. It will also assist with the use of telemedicine technology, an exciting new way for doctors to provide diagnosis to rural areas.

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